

"CLUB"
THE POPULAR
SCOTCH WHISKY.
Per Dozen ... \$18.50
H. PRICE & CO.
15, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

"D.C.L."
OLD TOM
AND
DRY GIN
Per Bottle ... \$8.00
SOLE AGENTS—
H. PRICE & CO.,
15, Queen's Road.

No. 12,890 號十玖百捌千壹萬第 日肆十月捌年捌十二緒光 HONGKONG, THURSDAY, SEPTEMBER 25th, 1902. 肆拜禮 號伍十式月玖年式零百九千壹萬港香 PRICE, \$-1 PER MONTH

WATSON'S HOUSEHOLD AMMONIA.
FOR THE BATH, TOILET, NURSERY AND HOUSEHOLD.
AN ELEGANT AND REFRESHING PREPARATION, DELICATELY PERFUMED. Will be found an invaluable adjunct to the Bath and Toilet. It is most refreshing and invigorating, imparting tone to the system and promoting healthy action of the skin.
A. S. WATSON & CO., LD.,
CHEMISTS, DRUGGISTS AND PERFUMERS, &c.,
HONGKONG DISPENSARY, 1st Floor, 15, Queen's Road.
JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.
This World-renowned Fine Old Highland Whisky, Sole Shippers—**CUTLER, PALMER & CO.,** is obtainable in Hongkong of their Agents, **SIEMSEN & CO.**
Hongkong, 1st January, 1901. [a47]
CUTLER, PALMER & CO.'S
Price \$11.25 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies
Apply to **SIEMSEN & CO., Hongkong.** [a46]
HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE
WEEK-DAY.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 10 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 10 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS.
4.30 p.m. & 9 p.m. ... 9.45 to 11.15 p.m., very 1 hour.
SUNDAYS.
5.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.45 a.m. ... Every 15 minutes.
11.45 a.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
NIGHT CARS up on Week Days
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1901. [a982]

CELESTINS GRANDE-GRILLE CONTREXEVILLE ST. GALMIER WATER.
Apply to—
G. GIRAULT. [a40]
W. S. BAILEY & CO.
ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDERS.
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS, TUGS AND FAST STEAM LAUNCHES.
PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF EVERY DESCRIPTION.
OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS, 60 & 62, DES VUEX ROAD CENTRAL, KOWLOON BAY.
W. S. BAILEY, M.I.M.E. F. O. MURPHY, WH. SC., A.I.M.E.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK. PLANS, SPECIFICATIONS AND TENDERS.
CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS. [a2963]

VICTORIA CYCLE EMPORIUM.
THE pleasure of cycling consists in having a First-class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply fittings of every description. Bargains can be had in Second-hand Machines. Repairs executed with promptitude and skill. Enamelling a Specialty.
MCKERDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a996]
GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 37½ lbs. net ex Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th June, 1902. [a1605]
HONG CHEONG & CO.
TAILORS, DRAPERS AND OUTFITTERS.
ESTABLISHED IN HONGKONG FOR OVER 30 YEARS.
Clothing made to fit to perfection. Silk Goods of all kinds. Chinese Grass Cloth and Embroidery.
Address—Nos. 60 and 62, QUEEN'S ROAD CENTRAL (South side).
Hongkong, 6th September, 1902. [a239]
AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
WITH CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS
SIEMSEN & CO.
Hongkong 3rd October, 1900. [a4]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC,
\$23.75 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12 PER CASE.
THE ELITE OF WHISKY—THE "PALL MALL,"
\$21 PER DOZ.
11 Years old, the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL BLEND WHISKY,
\$11.25 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [a45]
C. P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassell.
DOURO PORT,
\$15 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$21 PER DOZ.
LA TORRE SHERRY,
\$17.50 PER DOZ.
A natural and most pleasant wine to the taste.
BENEDICTINE LIQUEUR—D.O.M.,
\$41.75 PER DOZ.

W. BREWER & CO.
23 & 25, QUEEN'S ROAD.
NEW BOOKS AND NEW EDITIONS. NEW STOCK.
The French in Tonkin and South China, by A. Cunningham, Illustrations and Map \$3.00
The Coronation Number of "Illustrated London News"; Very Fine Illustrations... 4.50
All the World's Fighting Ships, by Jane 12.00
Like Another Helen, by Sydney Grier... 1.50
International Code of Signals... 15.50
Practical Seamanship, by Threl and Whal... 15.00
Triple Expansion Engines, by Leask... 3.00
A.B.C. Code, 5th Edition... 18.50
Diseases of Women, by H. J. Garrigue... 5.50
India and its Problems, by Lilly... 5.50
Laws of Shipping and Insurance... 13.00
Diet in Relation to Age and Activity, by Dr. Thompson... 1.50
Magic, by Hopkins... 6.50
INDIAN CIGARS, ... 500 for \$10.50
ENGLEHARDT'S EGYPTIAN CIGARETTES in AIR-TIGHT TINS...
TENNIS RACKETS.
TENNIS BALLS.
ENGLISH, AMERICAN, AND FRENCH BOOTS AND SHOES.
SCRAP ALBUMS.
STYLO PENS.
SWIFT FOUNTAIN PENS ... \$4.50 each [a336]

LANE, CRAWFORD & CO.
(ESTABLISHED OVER 50 YEARS.)
GENERAL STOREKEEPERS.
GENTLEMEN'S OUTFITTERS.
TAILORS, HATTERS & HOSIERS.
ALL GOODS OF BEST QUALITY ONLY.
LANE, CRAWFORD & CO. [a34]
REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.

PHOTOGRAPHIC PLATES, PAPERS, AND CHEMICALS
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG [a48]

AQUARIUS.
THE AQUARIUS COMPANY'S TABLE WATERS ARE ALL MADE FROM PURE TREBLE DISTILLED WATER AND ARE SUPERIOR TO ANY WATERS MANUFACTURED IN THE FAR EAST.
ABSOLUTE PURITY CAN ONLY BE OBTAINED BY DISTILLATION.
CALDBECK, MACGREGOR & CO.,
Hongkong, 8th September, 1902. [a36]
SOLE AGENTS.

COTTAM & CO.
FOR
STRAW BOATING HATS.
PANAMA, FELT TERA. [a37]

KELLY & WALSH, LD.
NEW AND STANDARD WORKS. RECENT NOVELS.
PROGRESSIVE LESSONS IN THE CHINESE WRITTEN LANGUAGE, by T. L. BULLOCK \$5.00
ECCENTRICITIES OF GENIUS: MEMOIRS OF FAMOUS MEN AND WOMEN OF PLATFORM AND STAGE, by Major J. B. Pond, 91 Portraits... 7.50
INSECT LIFE: SOUVENIRS OF A NATURALIST, by J. H. Fabre, Illustrated... 5.00
PRINCIPLES OF WESTERN CIVILIZATION, by Benjamin Kidd... 12.00
A GENERAL HISTORY OF EUROPE (350-1900), by O. J. Thatcher and F. Schwill, Maps, &c... 6.50
HOW SAILORS FIGHT: THE ORGANIZATION OF THE BRITISH FLEET IN PEACE AND WAR, by J. Blake... 4.25
ASTRONOMY (Concise Knowledge Library), by A. M. Clarke, A. Fowler and J. E. Gore, Illustrated... 3.60
THE FORCE OF MIND: THE MENTAL FACTOR IN MEDICINE, by A. T. Schofield, M.D. 4.20
THE TERRITORY OF WEIHAI-WEI: A DESCRIPTIVE GUIDE AND HANDBOOK, by C. E. Bruce-Mitford, with Maps and Illustrations... 1.00
NEW KODAK ALBUMS.
PROPHET PETER, by Mayne Lindsay... \$1.75
STRONGER THAN LOVE, by Mrs. Alexander... 1.75
HIGH POINT, by C. F. Keary... 1.75
A HEROINE FROM FINLAND, by Paul Wainman... 1.75
THE CONQUEST OF CHARLOTTE, by D. S. Meldrum... 1.75
THE FORERUNNER, by Dmitri Merejkowski... 1.75
WITH HOOPS OF STEEL, by F. Finch Kelly... 1.75
MICHAEL FRANKIE, by E. Frances Forster... 1.75
THE CONQUEROR, by Gertrude Atherton... 1.75
THE STORY OF A MOTHER, by J. H. Findlater... 1.75
THE VIKING STRAIN, by A. G. Hales ("Smiler")... 1.75
THE VIRGINIAN, by Owen Wister... 1.75
A FRIEND OF NELSON, by H. G. Hutchinson... 1.75
A DANSEL OR TWO, by Frankfort Moore... 1.75
LOST PROSPERITY, by W. Fort-Ridge... 1.75
THE FRENCH IN TONKIN AND SOUTHERN CHINA, by A. Cunningham... \$3.00 [a32]

SMITH PREMIER TYPEWRITERS.
WORLD RENOWNED AND LEADING EVERYWHERE.
WITH REQUISITES IN STOCK.
WM. MEYERINK & CO.,
SOLE AGENTS FOR SOUTH CHINA. [a2417]

WATKINS, LIMITED.
PERFUMERY, SPONGES, PATENT MEDICINES AND CONFECTIONERY.
SOLE AGENTS FOR
LISTER'S FUMIGATORS, NEWTON'S RAT CHEESE, BEECHAM'S PILLS, NEWTON'S ROACH POWDER, CARBOLACENE, &c., &c.

APOTHECARIES' HALL, HONGKONG. [a381]
NOTICES OF FIRMS
MR. ALEC KIENE for the present and until further notice has no connection with the Underigned.
EQUITABLE LIFE ASSURANCE SOCIETY OF THE U.S., Hongkong Branch.
F. KIENE, Manager.
Hongkong, 18th September, 1902. [a2506]
NOTICE.
THE undersigned's Resignation was in the hands of the Equitable Life Assurance Society of U.S.A. last month. His connection with the Society is finally ceased.
A. KIENE.
Hongkong, 10th September, 1902. [a2523]
QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS, Dealers in MARBLE and GRANITE MONUMENTS.
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1902. [a195]
HOTELS
THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.
Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.
A First-class Hotel with thirty-five very comfortable Beds.
Board and Residence—
By the day... From \$5 to \$7.00
" month... \$85 to \$110.00
" for Married Couple... \$160.00
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.
H. BUTTONJEE, Proprietor.
Hongkong, 25th November, 1901.
STAG HOTEL
(ESTABLISHED 1857)
143, QUEEN'S ROAD CENTRAL, HONGKONG.
THIS Hotel was re-built in 1902, under the most improved sanitary principles.
CHARGES VERY MODERATE.
Hongkong, 2nd September, 1902. [a2347]

INSURANCE
FOR Many years the STANDARD LIFE OFFICE has paid away upwards of HALF A MILLION POUNDS STERLING per annum in DEATH CLAIMS. Its Funds, yearly increasing, exceed £8,500,000 Sterling and the Revenue is upwards of £1,100,000 Sterling per annum. The business is conducted with Economy, the Premiums are Moderate, and the Conditions will be found unusually liberal. For Rates and all Particulars, apply to **DODWELL & CO., LD., Agents**
Hongkong, 12th February, 1901. [a-1797]

HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGE MODERATE. [a44]

THE PEAK HOTEL.
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUDDELL STREET. [a990]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS.
Tel. 56.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900. [a52]

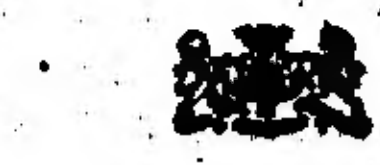
THE CONNAUGHT HOTEL
A FIRST CLASS HOTEL of 15 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
For Terms, apply to the MANAGER.
Hongkong, 23rd May, 1902. [a51]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [a1849]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH CHINA)
MACAO
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.
A most pleasant retreat for those desiring a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Hongshan*), daily, to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.
Cable Address—"BOAVISTA."
For Terms, apply to **THE MANAGER** [a3165]

VICTORIA HOTEL,
SHAMEN, CANTON.
BRITISH CONCESSION.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a153]

INTIMATION



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.
WATSON'S
CELEBRATED
BLENDVERY OLD LIQUEUR SCOTCH
WHISKY.Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.
Per Dozen ... \$15.00The following are also recommended, and
are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$10.80

B.—GLENORCHY, MELLOW
BLEND, a fine 'SCOTCH'
Whisky, of great age ... 10.80

C.—ABERLOUR-GLENLIVET ... 12.00

D.—H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies ... 14.40A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of Daily Press should be
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Telegraphic Address: Press, Codes: A.S.W. 5th Ad.
Liber's
P.O. Box, 33. Telephone No. 12

BIRTH

On the 18th September, at Tufnell Park,
London, the wife of A. E. Robinson, Hongkong,
of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th September, 1902.

It will have been seen that certain French
organs have assumed the British occupa-
tion of Kelantan, one of the Siamese
Malay States, so groundlessly predicted in a
Singapore paper, to be an accomplished
fact and that they regard the supposed
aggression with indifference. This is not
surprising. Such a foolish and wanton
piece of land-grabbing would exactly suit
the book of the French Colonial extremists.
They would delight to see Britain taking
over Siamese Malaya, for they could then
with reason urge the seizure by France of
the rest of Siam outside the Menam Valley,
and their misinterpretation of the first
clause of the Anglo-French declaration of
1898 concerning Siam would have been
justified. For some reason, which we have
been unable to discover, irresponsible
politicians at Singapore have been working
hard to bring about this solution (?) of the
Siamese question. Elsewhere in the British
Empire, wherever the matter receives any
study, the effacement of Siam, which would
follow the absorption of Siamese Malaya
and Eastern Siam as a matter of course, is
regarded as a calamity against which Great
Britain must guard to the best of her
ability. But not only do the annexa-
tionists propose to reduce to practical non-
existence the present buffer-state between
British and French possessions in South-
Eastern Asia, but they are apparently
willing in exchange for the not over-valuable
Malay possessions of Siam to hand to
France the key to Bangkok and the control
thereby of the Menam river. Such a policy
is one not only of unrighteous aggression

against Siam but also of foolish impru-
dence with regard to the interests of Great
Britain. It is in this way that the matter
affects Hongkong. The growth of a foreign
Power's strength in this part of the world
cannot be regarded with indifference in this
Colony, the great British outpost in South
China. Singapore of course is, through its
greater nearness to Bangkok, still more
affected than Hongkong by the possibility
of Siam becoming alienated to a strong
Colonial nation. Yet apparently the idea
of gaining a few more Malay States blinds
a section of the public there to the dangers
threatened. In Rangoon it is good to see
that such short-sightedness does not prevail.
The *Rangoon Gazette* recently had a well
reasoned article on the subject of the
Siamese crisis, in which it was pointed out
that the conditions which obtained at the
date of the Convention of 1896 have been
entirely altered by the completion last year
of the Bangkok-Korat line of railway, the
terminus of which is now only eight hours
distant from Bangkok and is situated in
the heart of one of the eastern provinces
the integrity of which has been explicitly
left unguaranteed by the 1896 Convention.
The alteration made by the construction of
this line in the political situation, says our
contemporary, is such that, in the opinion
of competent observers, if no steps be now
taken to counteract its effects, the valley of
the Menam will fall into the possession of the
French, and thus the South-eastern frontier
of our Indian Empire will be exposed to
langers which will be best appreciated
by those who have to guard against them.
No argument is directed against such con-
tentions by the advocates of British
expansion in Malaya, who contend them-
selves with talking about Siamese injustices
to this or that petty prince and the anxiety
of the people of Kelantan, etc., to come
under British rule. Such an agitation is
calculated to counteract the good effects of
British aid to Siam in the past as well as to
encourage the followers of M. Doumer.
We trust that it will find no supporters in
the negotiations which the Siamese Vice-
Minister of the Interior is said to be con-
ducting with Britain, France, and Germany.

H.M. sloop *Algerine*, Comdr. Rowland
Nugent, is en route to Hongkong from the
Straits.

The annual general meeting of the Hongkong
Football Club will be held in the Cricket
Pavilion, this afternoon, at five o'clock.

The official enquiries into the recent fatal
house collapses will be opened to-day, at the
Magistracy, before Mr. F. A. Hazeland, Police
Magistrate.

It is officially announced that the Coronation
Contingent is expected to arrive on Tuesday
next, and preparations are being made to
welcome them back in suitable fashion.

Being of opinion that the best coinage work
in China is done in Canton, Viceroy Yuan
Shih-kai, owing to the lack of efficient workmen
in the Northern mints, has written to the
Canton authorities for a number of coiners.

In our report yesterday of the meeting of the
Justices at which the King Edward Hotel
license was considered, we stated erroneously
that Mr. H. L. Dennis appeared as representing
the Government. Mr. Dennis was instructing
Mr. Sharp, K.C., for the applicant. Mr. Siede,
the counsel for the opposition, was instructed by
Mr. Deacon.

Some of the Hongkong papers call attention
to the fact that arms and ammunition are being
smuggled into South China, says the *Shanghai
Union*. The Shanghai authorities might do
worse than watch the movements of a certain
small sailing vessel which occasionally comes
into the lower Yangtze from the South. She
is manned entirely by white men.

M. Droze, Consul-General for the Nether-
lands in South China, yesterday informed us
that ships or vessels arriving in Netherlands
India from Hongkong are no longer subject
to quarantine, the port of Hongkong being
declared to be no longer infected with plague.
The prohibition of importation of some articles
is also cancelled so that all goods can now be
imported into Netherlands-India.

A gentleman recently returned from Sze-
chen, where he had been extensively travelling
for three months, told the *Union* that he saw
no signs of hostility against foreigners. He
went from Ichang to the borders of Shansi. It
seems, therefore, that it is not the whole of the
province which is in a ferment. It is well to
mention, however, that he was accompanied
by two officials and a guard of soldiers, the
latter being armed with umbrellas only. He
felt so secure that he carried no weapons
himself.

The Governor's flag at the Peak residence is
to be hoisted not on the house itself but on the
small eminence adjoining. In this connection,
it may be interesting to state what the design
of the Governor's flag is, as several enquiries
respecting it have been made of late. The
groundwork is the Union Jack; in the centre
is a wreath of laurels enclosing the Hongkong
emblem—a pictorial representation of the Island
and the Harbour with a sailing ship and a junk,
and on the fore-shore a group of merchants, two
Chipamans and a European, bargaining over
some bales of merchandise.

The "said day, Suggin" is how a Manila
paper describes the natal cottage of Scotland's
bard. Shades o' Burns!

It is reported that the miracles of the early
days of Buddhism are being repeated in the
Bassein district of Burma!

The German gunboat *Tiger*, just arrived from
Foochow, was the only man-of-war in Amoy
harbour on the 20th inst.

The Hon. Colonel and Mrs. R. H. Bartie
have taken up their residence at the Governor's
old Peak house, "The Cliffs."

A company has been formed at New York
with a capital of \$1,000,000 (about £200,000)
to compress wines and spirits into tablets.

Two Calcutta journalists, Messrs. J. K.
Guest, of the *Indian Daily News*, and S. J.
Herbulet, of the *Englishman*, recently died
within a week.

Mr. Chamberlain has asked the Board of
Education to report on the scheme proposed by
Lord Meath for an Empire holiday in the State
Schools on Queen Victoria's Birthday (May 24).

The rumour that Mr. Reitz was coming to
settle in Sumatra is apparently untrue, for he
himself is reported to have stated that he and
his brother are going to settle in Western
Australia.

The Australians won their match at Harro-
gate v. the Players of England on the 3rd inst.
by an innings and 47 runs. Victor Trumper
made his tenth century of the season during
the game.

H.M.S. *Albion*, with Rear-Admiral Harry
C. Grenfell on board, arrived at Woomung on
the 19th inst. Admiral Grenfell will change
his flag to the *Edipus* and pay a visit to the
Yangtze ports. The *Albion* was to remain at
Woomung till the next spring tide.

Justice Horace Gray, one of the most
distinguished members of the Supreme Court
of the United States, is dead. He died from
paralysis. Justice Gray was born in 1828, and
appointed to the Supreme Bench in 1881, by
President Cleveland.

The Nippon Yusen Kaisha inform us that,
according to telegraphic advice just to hand
from Japan, the steamer *Riojun Maru*
(American Line), which recently grounded on
Quelpert Island, has had all necessary repairs
executed at Kobe and will leave that port for
Seattle, via Yokohama, on the 8th prox., carrying
with her the same cargo as was originally shipped
in her.

Lieutenant Morris, U.S.N., of the cruiser
Olympia, committed suicide by shooting
himself through the head. His friends
attribute the rash act to continual brooding
over the belief, generally expressed, that the
cause of the wrecking of the battleship *Maine*
in Havana harbour was due to defective elec-
trical wiring, the blame falling upon the
assistant engineer in charge.

While the U.S. naval manoeuvres were in
progress at the end of last month Rear-Admiral
E. J. Higginson, commanding the North
Atlantic Squadron, entered Newport, the society
resort, in order to receive the Duchess of Marl-
borough, the Vanderbilt, and the Astors. The
captains of the vessels of the squadron protested
against the delay and refused to attend the
reception. The Americans were indignant at
the action of Rear-Admiral Higginson.

The *Times* quotes the following from its issue
of the 20th August, 1902:—The French papers
have declared war against the liberty of our
Press, and against the modesty of our women.
Nothing is more natural—their women are free,
and their Press enslaved. If we were to invert
these things we should be almost like them, and
numbers would have a chance. It is the boast
of England (to borrow the expression of a
powerful writer) that she opposes "her moral
greatness to the natural superiority of France."

On the 2nd inst. President Roosevelt, speak-
ing at Worcester (Massachusetts), declared that
only a quick or an enemy of the United States
Republic would recklessly destroy all the Trusts,
thereby paralyzing the industries of the country.
It would, he considered, be sufficient if national
legislation destroyed the evil which exists in
the Trusts. Nevertheless the *New York Herald*
says that the establishment of the gigantic meat
trust has been postponed on account of the at-
tacks made upon trusts by President Roosevelt.

The *Su Pao* hears from Hupoh that the
southern section of the Lu-han Railway is from
Siuyang to Hankow, a distance of 132 li, and
the train ran for the first time over the line on
the 2nd inst. There are three wayside stations
regularly once a day. From Hankow the train
starts at 6.10 a.m. and reaches Siuyang at 3.27
p.m., the trip taking nine hours and thirty-seven
minutes, while the return train starts out of
Siuyang at 5.50 a.m. and reaches Hankow at
3.10 p.m.

A despatch dated Calcutta, 7th September,
says:—Every possible precaution is being
taken to prevent the employment in future
military expeditions of the useful but now
tabooed, soft-nosed bullet. A notification in
General Orders reminds Commanding Officers
that they are responsible for seeing that only
ammunition from Government arsenals is taken
on service, and states that officers using "303
rifles for sporting purposes may import only up
to two hundred cartridges annually for the
same and will be required to obtain licenses.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR CORRESPONDENT.]

TAIPEI, FORMOSA, 24th Sept., 10 p.m.

VOLCANIC ERUPTION IN FORMOSA.

Mount Rigny in South Formosa has had
a slight eruption since the 20th instant.
Fields have been damaged, but no loss of
life is reported.

REUTER'S SERVICE.

LONDON, 22nd September.

BELGIAN QUEEN'S DEATH—KING'S
HARSH CONDUCT.

King Leopold of Belgium, immediately he
arrived at Spa yesterday, insisted on the
Princess Stephanie, now Countess Lónyay,
leaving the Royal villa, and she thereupon left
for Brussels, weeping bitterly. News of the
incident preceded her, and an immense crowd
met the Princess at the railway station. Every
head being bowed, whilst cries of "Vive la
Princess Stephanie" were heard on all sides.

[The Princess Stephanie is the second
daughter of King Leopold and the late Queen
Maria. She was born on the 21st May, 1884, and in 1881
married the late Crown Prince Rudolf, son of
the Emperor Francis Joseph and heir to the
Austro-Hungarian throne. By the latter's
tragic suicide in January, 1889, she became a
widow. Her re-marriage next year to Count
Elemer of Lónyay de Nagy Lónyay was strongly
opposed by her father, a fact which serves to
explain the present incident. The Princess
Stephanie has one daughter by her first
husband, the Archduchess Elizabeth, who is
married to Prince Otto von Windischgrätz.—
Ed. D.P.]

OBITUARY.

Rear-Admiral Watson has died at Malta, of
pneumonia.

RUSSIA AND TURKEY.

The *Standard* states that an Trade has been
issued by the Porte authorising the passage
through the Dardanelles of four Russian
torpedo-boats at intervals of twenty-four hours,
the vessels to sail under a commercial flag,
carrying no ammunition, nor naval crews.

LONDON, 22nd September.

WIRELESS TELEGRAPHY.

At the instance of Germany, an international
conference will be held in October with a view
to the arrangement of an international agree-
ment for the purpose of framing rules in
connection with wireless telegraphy similar to
the International Telegraph Convention.

PRINCESS STEPHANIE RETURNS
TO ENGLAND.

Princess Stephanie of Belgium has left Brus-
sels on her return to England amid renewed
demonstrations of sympathy. She denied har-
ing been the cause of the scene between herself
and King Leopold at the Royal villa at Spa,
though the latter intimated that he did not
desire her presence there.

FUNERAL OF QUEEN OF BELGIANS.

Impressive funeral services were held this
afternoon at Spa, and at Lachen near Brussels.
The late Queen's remains have been conveyed
from Spa to the crypt in the church at Lachen
in the presence of enormous crowds.

THE SERVANT PROBLEM IN
THE PHILIPPINES.

In an article on the above subject the *Manila
Times* has the following:—

Owing to the heedless extravagance of army
officers and others in employing Chinese and
native help, the wages of these have gone up so
excessively as to become almost prohibitive to
those whose household expenses are run on a
small and economical scale. Cooks, who
formerly were well satisfied with twenty and
twenty-five pesos a month, now demand all the
way from forty to sixty and seventy, and even
then their services are given grudgingly and
arrogantly. They, and not their employers, are
the masters.

In Hongkong and elsewhere in the East good
Chinese cooks may be had for fifteen pesos a
month, and boys to wait at table and do chores
about house at from five to ten pesos a month.

It seems that here in Manila the women who
have to do with the Chinese cook and Filipino
servants are almost at their wits' end by the
independence of the one and the laziness of the
other. Various plans have been talked over in a
half-hearted and ineffectual way, but nothing
practical has resulted. Some have proposed
that a standard scale of wages be arranged and
strictly adhered to by all American employers
of such help, but it has been realised that, as
was the case with a former effort, this could
hardly be successfully carried out.

For ourselves, we see no other solution to the
problem than some form of registration such
as we urged a few days ago. This method has
been adopted not only throughout the East but
also in several places in Europe, notably in
France and Germany. Whether or not we
shall have such a system rests largely if not
entirely in the hands of the women themselves.
If they care to organise, we believe, that some-
thing practical can be devised and put into effect.

THE "ZAFIRO" MYSTERY.

Regarding the alleged theft of a box
containing \$50,000 gold from the strong-room
of this steamship prior to or during her last
voyage to Manila, the theory is gaining ground
in the Colony that the bullion was never
shipped at all. This has been the position
taken-up from the beginning by the China &
Manila Steamship Company, which has lawyers
and detectives actively engaged in the probing
of the mystery; and until all the details are
made clear, the matter to the lay mind must
appear as confused and inexplicable as ever, and
natural public curiosity can expend itself
only in the hazarding of conjectures. So
far as can be gathered, however, there seems as
much ground for the theory that the gold was
never shipped on the *Zafiro* as for the conten-
tion that it was actually placed on board and
signed for. Altogether, the incident is best
described as a mystery, and its elucidation will
be watched with interest.

Yesterday afternoon a representative of this
paper called on Man Loong, of the At Tsee shop
in Lee Yuen Lane East, who claims to have
shipped the money, and asked him a few
pertinent questions. Man Loong was positive
that the bullion went on board the *Zafiro*; he
looked it there himself, he said.

"People in the Colony are saying that the
money never was shipped," he was told.

"Oh," throwing out his hands and shrugging
his shoulders, "I pass people talk, I no can
help."

"Who took the money on board?"

"I did. I pay first office or second office—
I no know—ah" he makes sign chit. He look-
seals belong all people, then lock box up in
safe."

In reply to other questions, Man Loong said
he took the box on board at ten o'clock on the
morning of the day the ship sailed, which she
did, he added, at four o'clock. With the
exception of \$500 American silver currency, the
money was in notes—United States "green-
backs"—and the box in which it was secured
was, roughly, two feet long and one foot deep.
The signed receipt he received in exchange he
was not now in possession of, having sent it to
Shewan, Tomes & Co., who, he explained, wanted
it for the making out of the ship's bill-of-lading.
The box was sealed in Man Loong's shop, and
was never once opened, the first or second
office, as Man Loong has already stated, simply
satisfying himself that the seals were intact
before locking it up in the safe. Man Loong
then left the ship. He stated in the interview
that he had engaged a lawyer in Manila to
fight his claim for the restitution of the money.

ALLEGED MURDER.

The police report that at seven o'clock on
Tuesday morning a lad of 18, named Cheung See,
was admitted to hospital suffering from a
fractured spleen, and died at two o'clock in the
afternoon of the same day. Before he expired,
he stated that he had been assaulted by a man
who engaged him to lead cattle. No arrests
had been made up till noon yesterday, but the
capture of the alleged murderer was confidently
anticipated.

THE STEAM-LAUNCH "CONCHA"

The small steam-launch *Concha*, formerly
called the *Zee Kwan*, which arrived at Manila
from Hongkong on the 15th inst., was the
thirty-first boat which Captain Parker, the
veteran China coast skipper, had taken over
from this port. Captain Parker reported good
weather after he left, although he was obliged
to lie two days in Typhoon Bay, just out of the
Lyonnais Pass, waiting for better weather.
The *Concha* is practically a new boat, 71 feet
long, 14 feet 6 inches beam and 7 feet hold.
She is guaranteed to make 11 knots. Her
owner is Sonoy Antonio V. Valencia of Manila,
and the boat will be stationed at Cadzanan on the
east coast of Luzon near the San Bernardino
straits.

A FRENCH CONSUL'S NARROW
ESCAPE.

One day last week while M. de Borard, the
French Consul at Manila, was returning on a
launch from the French cruiser *Koradent*, the
launch collided with a cargo, which was being
towed through the Engineer Island canal, and
was upset. One of the sailors on the ship's
launch grasped the Consul-General and practi-
cally saved the life of the distinguished rep-
resentative of the French Republic. Happily,
Mr. Chase, on board the little launch *Marja*,
of the Customs Service, was coming in from
the bay and saw the disaster. He soon had all
the shipwrecked people on his boat and a few
moments later they were landed at the Harbour
Master's jetty. The way the Consul-General
shook the hand of the sailor did one's heart
good to see, says the *Manila Times*.

THE NEILL-FRAWLEY COMPANY.

Preparations for the production of *Secret
Service* at the Theatre Royal on Tuesday even-
ing next by the Neill-Frawley Company, who
are expected here on Monday per the *s.s. Korea*,
are being pushed forward, and there is every
indication that the performance will be a
great success. The bookings are being well
taken up and those desirous of being present
at the inauguration of the theatrical season in
Hongkong will be well advised to secure
seats early. The cast for *Secret Service* will be
as follows:—Messrs. Daniel Fawley, Jack
Amory, Gardner Crane, Jeffrey Williams,
Arthur Garrels, Wallace Shaw, Robert Mc-
Greer, Chauncey Southern, J. F. Wade, Herbert
Ashton, and Roy Stephenson; Misses Mary
Van Buren, Adele Nott, Elizabeth Stewart,
Eva Dennison, Christine Hill, and Mrs. Gar-
ner Crane. Tickets are now sale at the
Robinson Piano Co.

CORRESPONDENCE.

We do not hold ourselves responsible for the
opinions expressed by our correspondents.

THE SYSTEM OF VOTING BY PROXY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to the difference be-
tween the shareholders and some of the directors
of the Hongkong and Whampoa Dock Co., Ltd.,
as the meeting has been postponed, to give
absent shareholders an opportunity of express-
ing their opinions on the question at issue, it
would, I think, be interesting if you could find
space to reproduce the remarks of that eminent
authority Mr. Herbert Spencer on the subject
of voting by proxy. In his essay on the Reform
of Company Law, he writes:—

One more evil, greater even than those above
described, remains. This is the system of
voting by proxy. At originally devised, a
proxy was a means of enabling one who could
not attend a meeting, but had reasons for voting
for or against some proposal, to register his
vote by the agency of a person with whom he
was in agreement, or on whose judgment he
could rely. It was never intended to be a
surrogate of judgment on all matters known
into the hands of some one, usually unknown,
who might or might not, be an unscrupulous
man. Into this, however, the system has grown.
On receiving from the secretary a form duly
stamped and issued at the cost of the company,
and naming the chairman, or if not, some
alternative director, or if not, another director,
and on or as his proxy, the ordinary nurse-
floating shareholder, instead of throwing it into
the fire or water, keeps it, and when called
bound to sign it, filled up in favour of one or
other of those named—in a vague and feeling
of obligation that he must do something with it
in the manner suggested. If asked his reason for
thus giving to an unknown person power to
decide an unknown matter, he replies that the
directors' interests are the same as his, and
that they know more about the company's
affairs than he does. As I have pointed out
in the essay above named, and have there
conclusively shown by facts, this supposed
unity of interests often does not exist, and I
have above further proved this: the interests of
directors may be in sundry ways at variance
with those of proprietors. The effect of
this proxy-system as now developed is to give
directors uncontrolled powers. The share-
holders who have unquestioning faith in the
governing body are so numerous, that their
votes outweigh the votes of those who attend
the meetings, and either directly or indirectly
insight into them during the proceedings. In
the hands of interested manipulators, the
ignorance of the many is used to extinguish
the knowledge of the few. And then, naming
the large number of proxies they have received,
the directors tacitly boast of the confidence
placed in them and the implied justification
of their policy. The last and most striking
illustration of this which I have observed, was
furnished by a meeting of the London and
Globe Finance Corporation, reported in the
Times for January 10, 1901: a company the
transactions of which had been, and were then,
under grave suspicion. But the infatuated
shareholders did not waver, as was shown by
the following statement of the managing
director and secretary:—

"Mr. Whitaker Wright, in seconding the
motion, stated that the directors had received
proxies for nearly 1,000 shares in the com-
pany (cheers); proxies lodged in opposition
amounted to 23,394 shares; and proxies rep-
resenting 4,897 shares had come in too late.
This showed the view of the shareholders."
The worth of this boasted confidence may be
judged by the fact that the company is now in
course of liquidation under an order of the
Court.

But the proxy-system does more than enable
directors to carry out schemes that are at
variance with the interests of the proprietors;
it also makes the board an inflexible oligarchy.
In a case which I have in mind (being a share-
holder), the chairman triumphantly specified
the great number of proxies in their hands
which they had used for the re-election of a
director whose place had, in the ordinary
routine, been vacated. What corollary is to be
drawn? Spite of opposition, the board as a
whole may, by the use of proxies sent to its
members, insure the re-election of any one of
their number who is about to retire, or other-
wise the chairman, in whose favour the great
mass of the proxies are made out, is enabled,
when any member of the board becomes dis-
agreeably recalcitrant—a "guinea-pig" who un-
expectedly proves to have a will of his own—to
use his proxies in favour of some new candidate
whom he has picked out. Thus the represen-
tative government of a company is reduced to a
farce. The board becomes first an oligarchy
and then an autocracy.—Yours, etc.,

KING EDWARD HOTEL.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 24th September, 1902.

SIR,—In your to-day's paper it is stated that
a Mr. J. H. Cox was present at the meeting of
the Justices of the Peace on the afternoon of
the 23rd instant. In the application for a
publican's license for No. 8, Des Vœux Road,
under the sign of "King Edward Hotel," I
beg to inform you that I was not there.
Yours, etc.,

JAMES H. COX.

A PARSEE DEPUTATION.

A deputation of Parsee residents in London,
consisting of Sir Jamsetjee Jejeebhoy, Bart.,
the head of all the Parsees, Sir M. B. Shon-
nagar, M.P., Mr. D. Naoroji, M.R., D. Bham-
ji, Mr. N. J. Mulla, Dr. S. A. Kapadia, and
about twelve other gentlemen, waited on the
Shah, at Marlborough House, London, on the
21st ult. before His Majesty's representative in
London, Sir M. M. B. Shonagar, Bart., in a
brief speech mentioned the objects of the
deputation. Sir Jamsetjee, in a few words,
delivered addresses read out to him the Parsees
of Bombay and of Persia, expressing gratitude
for the kind treatment the latter experienced
under His Majesty's rule. A similar address
was presented to the Grand Vizier.
His Majesty, in reply, assured the deputation
that the welfare of his Parsee subjects would
always be his care, and that his responsible
officers were enjoined to treat them with justice
and consideration. He also recalled the fact
that a similar deputation waited on him two
years ago at Oxford, and he expressed much
pleasure at renewing their acquaintance.
The Grand Vizier having expressed equally
measuring views, Mr. D. Naoroji thanked His
Majesty for his gracious reception, and the
deputation withdrew.

POLICE COURT.

Wednesday, 24th September.

Before Mr. F. A. HAZELAND (Police Magistrate).

DECISION IN EXTRADITION CASE.

His Worship gave his decision in a case in which Li Lap Ling, describing himself as a sub-contractor, was charged on an extradition warrant with armed robbery in the jurisdiction of China on 23rd February last.

The accused, with about twenty or thirty others, was alleged to have broken into a pawnshop at Sun Hing, on the West River, and cleared it of everything worth taking away—about £200 worth. He was arrested on the 4th ult. in a house at 65, High Street, West Point, on the sworn information of a mandarin from Canton. Mr. J. Hastings appeared for the prosecution and Mr. J. Hays for the defence.

The evidence having been completed, Mr. Hastings addressed the Court. He said that with due deference to his Worship's decision in a former extradition case—a copy of which decision his Worship had kindly given to him—he submitted that the decision in question was not correct. The point was as to the duty of the Magistrate and the amount of proof required in extradition cases. The Chinese Extradition Ordinance stated that "if at the enquiry before the magistrate such evidence is produced as would justify the complaint of the criminal for trial in the Supreme Court, or in the Colony, the Magistrate shall commit him to trial, with a view to his extradition."

This laid down clearly, submitted Mr. Hastings, what the duty of the Magistrate was, but his Worship held that he was entitled to go behind the Ordinance and to look at the words of the Treaty of Tientsin, which were that, with regard to Chinese criminals, "on proof of their guilt they shall be delivered up."

"Proof of guilt" might mean one thing or another for *facie* proof, namely, such proof would justify commitment to the Supreme Court, or conclusive proof, proof that would satisfy a jury—and Mr. Hastings submitted that the Ordinance had considered these words to mean *prima facie* proof only, and further, that the Magistrate was bound by that consideration, and was not entitled to go behind the Ordinance and to decide that the words "proof of guilt" meant "conclusive proof." As the point was an important one, he requested his Worship to review his decision in the former case, and, if he thought fit, to decide that what was required was *prima facie* proof only. Mr. Hastings then proceeded to detail the facts of the case.

In giving his decision, his Worship said he had gone very carefully over the evidence, and he was of opinion that its nature justified him in making an order for the extradition of the defendant. "The evidence of all the witnesses for the prosecution as to the identity of the prisoner had been very conclusive and quite satisfied him as to the guilt of the defendant, whilst the evidence of an *alibi* was very unsatisfactory." As to the point raised by Mr. Hastings, it was not necessary to go into that, his Worship still being of opinion that conclusive proof of guilt was required and not *prima facie* proof only.

UNWHOLESOME FOOD—HEAVY FINE.

Quay Yuen, compounder, 6, Cochrane Street, who was remanded on a charge brought against him by R. MacKewen, inspector of markets, of exposing for sale 250 articles of food in an unwholesome state, was again before the Court. The defendant, who was remanded on a charge of exposing for sale 250 articles of food in an unwholesome state, was again before the Court. The defendant, who was remanded on a charge of exposing for sale 250 articles of food in an unwholesome state, was again before the Court.

Before Mr. J. H. KEMP (Acting Police Magistrate).

THE SHANKIWA MURDER.

Li Ut, described as the "captain" of a lighter, Wong Kiu, coolie, and Tzu Kiu, coolie, were charged on remand with the murder of Li Ki, another coolie, at Shangkwan on the 11th ult.

The defendants pleaded not guilty.

The deposition of the deceased having been read to the accused, Li Ut, who, as the "captain" of a lighter, Wong Kiu, coolie, and Tzu Kiu, coolie, were charged on remand with the murder of Li Ki, another coolie, at Shangkwan on the 11th ult.

The deposition of the deceased having been read to the accused, Li Ut, who, as the "captain" of a lighter, Wong Kiu, coolie, and Tzu Kiu, coolie, were charged on remand with the murder of Li Ki, another coolie, at Shangkwan on the 11th ult.

After other evidence the case was again remanded.

Body Dumping.

This appears to be becoming a form of burial even more popular nowadays with certain Chinese than formerly, judging by the fact that several bodies have been found at the Police Court. Two more coolies were detected by an Indian constable in the act of depositing a dead body in the public street, and were promptly arrested, in spite of their efforts to escape.

They were fined \$50 each, or two months' hard labour.

Here is another use for pineapples. The active principle of the fruit is bromelain, but owing to its instability, the ordinary commercial preparation has so far apparently proved unsuccessful. But apart from its being an aid to digestion, says Science Digest, it has a powerful solvent action upon bony excrescences similar to malic acid, although somewhat slower in action. If a thin slice of fresh pineapple be kept in close contact with a corn for eight hours, the latter is so softened as to admit of ready removal.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Kowloon 4 p.m. on the 23rd inst., and left again at midnight same day, via Nagasaki, for Shanghai, where she is due to arrive at 8 a.m. on the 27th inst.

The "Glen" Line steamer *Glenartney*, from Antwerp and London, left Singapore yesterday morning, and is due here on the 26th inst.

The N.P. steamer *Tacoma* left Tacoma for Japan and Hongkong on the 21st inst.

The N.Y.K. steamer *Kasuga Maru* (Australian Line) left Kobe via Manila and Nagasaki for this port on the 23rd inst., p.m., and is expected here on the 1st prox.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

SOUTH AFRICAN AFFAIRS.

BOER GENERALS' PLANS.

London, 1st August.

Mr. Fischer, one of the Boer European delegates, has unexpectedly joined General Botha and Commandants de Wet and Delany on their return to London. This act is believed to be an indication that the Generals are in harmony with the views of the delegates. Boer circles are not sanguine of the success of the Generals' plans, which include an effort to secure a Dutch education for 8,000 orphans left in the concentration camps.

THE NEW PROGRESSIVE LEADER.

London, 30th August.

During the course of the debate on the General Indemnity Bill in the Cape House of Assembly, Dr. Jameson denounced the wholly compact between the Ministry and the Bond. The speech of Dr. Jameson has created a profound impression. Many Progressives hail Dr. Jameson as the only possible leader of their party. The bitter speeches of Mr. J. W. Sauer and the extreme jingoism of Dr. T. W. Smart, who recently resigned from the Ministry, are considered the main factors against the reconciliation of the Dutch and the English.

DUTCH LOYALISTS IN CONFERENCE.

London, 30th August.

The Dutch loyalists of the Western Provinces of Cape Colony have held a conference at Paarl. All the districts were represented and a delegation was present. The conference considered that the terms offered to the rebels were liberal, and complained that those who had remained loyal to the Government were not assisted.

ORANGE A LOYAL BRITISH SUBJECT.

London, 1st September.

General Cronje, on his arrival at Cape Town with other prisoners from St. Helena, was interviewed. He stated that he intended to settle on his farm at Klerksdorp and would henceforth be a loyal British subject.

THE BOND.

London, 3rd September.

In the Cape Colony House of Assembly on Monday, Dr. T. W. Smart moved a resolution thanking and endorsing the colonial troops for their services in the late war. The motion was carried unanimously. Mr. D. C. le Wal, member for Piquetters, moved for the appointment of a committee to enquire into the conduct of the Africaners Bond during the war. Mr. de Wal declared that the Bond had done everything possible to prevent rebellion, and was now ready to co-operate in the federation of South Africa under the British flag.

LOYALISTS NURTURED BY THE PREMIER.

London, 3rd September.

A committee representing the delegates of the Western Province Dutch loyalists, who met in conference at Paarl a few days ago, waited upon the Governor of Cape Colony, Sir W. H. H. Deneys, on Monday, and asked for protection against boycotting and other forms of oppression. The Governor replied that the responsibility in this matter rested with the Ministry.

The deputation thereupon waited upon Sir J. Gordon Spragg, the Premier, and laid their case before him. In reply the Premier said that he was trying to reconcile the peoples and obliterate race lines. He then proceeded to enquire the Dutch loyalists represented at the conference. They were he said, parading their loyalty. He affirmed that he did not consider that there was the slightest necessity for further legislation with regard to sedition and the traffic in arms and ammunition. The deputation retired from Sir J. Gordon Spragg's office in an indignant mood.

GENERAL NEWS.

GERMAN WORLD-SURVEY.

London, 30th August.

The German Admiralty has sanctioned the preparations of ships' charts of the seas and coasts of the world based entirely on German surveys. The cost of the preparation of the charts will be £100,000.

ROMANIAN ARCHIVES RIFLED.

London, 30th August.

The plans of the fortifications of Bucharest, the capital of Roumania, prepared by General Brimont, the Belgian engineer, and the general scheme of Roumanian army mobilisation, have been stolen from the archives at Bucharest. It is suspected that the robbery was committed by Bulgarians at the instigation of Russia.

THE MONROE DOCTRINE.

London, 30th August.

The speech in which President Roosevelt outlined his conception of the Monroe doctrine has caused a flutter among the German Press. The newspapers of the Empire energetically repudiate the idea that Germany has any designs upon Venezuela or Brazil, and attribute such suggestions to Great Britain's desire to create blood between Germany and the United States.

THE POLITICAL CARDINAL.

London, 30th August.

Cardinal Moran was yesterday presented with the freedom of the city of Cork. In accepting the honour Cardinal Moran expressed sympathy with the claims of the Irish for a Roman Catholic university, for the enforced sale of farms to tenants, and for autonomy equal to that of the Australian States. Cardinal Moran said that he was confident that measures which were now bitterly opposed would ultimately be conceded as being perfectly equitable.

LATEST TRIALS OF SUBMARINES.

London, 30th August.

The trials of the latest type of submarine boats built for the British Admiralty have been satisfactory. The submarine boat dives very rapidly, and is fitted with a visual apparatus much superior to the French periscope.

BRITAIN AND RUSSIA IN THE PERSIAN GULF.

London, 30th August.

Captain Mahan, the American naval strategist, in an article in the current number of the *National Review*, states that Great Britain will impair her naval, political, and commercial position in India and in the Far East if she concedes Russia's claims in the Persian Gulf.

London, 1st September.

It is reported that Russia is planning a great strategic railway through Persia to the frontiers of India. The line, it is stated, will start at Kharank, north-east of Baghdad, proceeding to Kermanshah, Isfahan, and Kerman, thence through Baluchistan to the Indian frontier. A branch line will be built from Kerman to Bandar Abbas, at the entrance to the Persian Gulf.

IRISH LANDOWNERS' CONVENTION.

London, 31st August.

The Irish Landowners' Convention met at Dublin yesterday under the presidency of the Duke of Abercorn. The Convention considered that the Irish Land Bill introduced into the House of Commons by Mr. George Wyndham, the Chief Secretary for Ireland, was a sincere attempt at the settlement of the land difficulty, and desisted from discussion and amendment. The Duke of Abercorn justified the formation of

the Irish Land Trust, which he said was needed owing to the apathy of the Government in ignoring the growth of the United Irish League.

THE GOVERNOR-GENERAL OF AUSTRALIA.

London, 1st September.

The *Times*, in commenting upon the return of the Earl of Hopetoun, says: "If Australia is reluctant to provide a salary for the Governor-General proportionate to the vice-regal magnificence expected, it may be necessary to appoint as Governor-General an eminent person whose qualifications do not include a large private fortune, and whose expenditure will be conditioned by his salary."

THE CANADIAN-SOUTH AFRICAN LINE.

London, 1st September.

The line of steamers between Canada and South Africa organized by the Allan Line, the Elder-Dempster line, and the Furness line, will commence operations in the middle of October.

CHICAGO EXPRESS ACCIDENT.

London, 1st September.

A train struck a Chicago express and hurled it over a steep embankment. Three persons were killed and 20 others were fatally injured.

PENNSYLVANIA COAL STRIKE.

London, 1st September.

Owing to dynamite outrages during the course of the Pennsylvania coal strike and the difficulty of protecting non-unionists, General John has ordered the troops to fire on the strikers on the last provocation. The loss during the four months of the strike has been £18,000,000. Coal is 50s. a ton.

HUGH MEAT TRUST.

London, 1st September.

It is reported that a meat trust is being formed at Chicago with a capital of \$500,000,000. (100,000,000). Mr. Armour is the president. The trust will absorb every stockyard in the United States, also Sir Thomas Lipton's.

THE NAVY.

London, 2nd September.

The Admiralty is purchasing land adjoining the Calypso Dock, Auckland, New Zealand, for the purpose of constructing a coaling station.

PLAYING WITH A CAPTIVE BALLOON.

London, 2nd September.

Spectators, while playing with a captive war balloon at Leatherhead, Surrey, released it. A man clung to one of the ropes and was carried by the balloon to a height of 100ft. He dropped to the ground, and was killed. Three men were inside the car when the balloon was released. As soon as they recovered from their surprise one of them pulled the valve, releasing the gas, and the balloon descended in safety.

TRADES UNION C. NORESS.

London, 2nd September.

The annual Trades Union Congress opened its proceedings in the Holborn Town Hall yesterday. The delegates present represent 1,500,000 trade unionists. The President, Mr. W. Stansfield, was elected president. Dr. Winstanley-Ingram (Bishop of London), Dr. Talbot (Bishop of Rochester), and Dr. Festing (Bishop of St. Albans), were welcomed to the Congress. Mr. John Burns, M.P., in the course of a speech, said that the Congress had met in critical times, when the law was inflicting heavy strokes on labour without impartiality. Trade unionists, he said, were determined at all costs to resist the attempts of an unscrupulous plutocracy to deprive them of their rights of combination.

London, 3rd September.

The Congress of Trades Unions resumed its sittings yesterday at Holborn. Mr. W. Stansfield, the President, in his address on being conducted to the chair, condemned the Education Bill now before Parliament as a reactionary measure. He advocated the granting of old-age pensions, and put before the Congress a list of 100 names of great Parliamentary labour party. The report of the Parliamentary committee was announced in order to characterize the late war in South Africa as unjust. The Congress carried resolutions in favour of the Shops Bill and of the enactment of eight-hours labour in all industries.

IRELAND'S PROCLAIMED PROVINCES.

London, 3rd September.

All the provinces of Connaught and all the province of Munster, with the exception of the County of Kerry, have been placed under the summary jurisdiction of the Criminal Law Procedure Act.

THE ROBINSON PIANO CO.

The following is the report for presentation to shareholders at the half-yearly meeting to be held at the Company's office, 13, Queen's Road Central, on the 25th inst., at 12 o'clock:

We have satisfaction in presenting to our shareholders a statement of accounts for the half-year ending the 30th June, 1902, and in reporting a continuation of most successful manufacturing and trading.

Our profit for the half-year has been £21,369.38 from which we have written off for depreciation of machinery and material in factory, bad and doubtful debts, &c., £1,181.61

leaving to credit of profit and loss account a net sum of £20,187.77 equivalent of 24½ p. per annum on the capital of the Company.

This we propose to deal with as below, viz.:—
To pay a dividend of 5 p. per share on the half-year, absorbing, £87,500.00
To write off good-will account (making £105.0 in all) £3,500.00
To add to reserve £821.11
To carry forward to new account the balance of £3,669.84

£18,187.77
Our reserve now stands at £20,187.77 and with the transfer as above of £821.11 it will stand at £21,008.88

We have re-taken our old Bangkok connection and are receiving satisfactory results. Our limitation in Peking has also expired and that field is now re-open to us.

To look after our interests in Siam, the Straits, Borneo, Sumatra, &c., we have engaged Mr. R. Myrman as traveller. He has a sound knowledge of the districts and languages, is experienced, and we are confident a substantial increase in our already good trade with outlying districts will result.

The accounts have been certified by Mr. W. Hilton Potts.

W. VAUGHAN ROBINSON, General Manager.

An eminent Scotch theologian, Dr. W. Robertson Nicoll, says that the heterodoxy of America is the result of its prosperity. He avers that "men without sickness, without tears, prospering and radiant all the time, would form the most godless, the most truly degenerate race the world ever saw." This is truly sad, as according to its logic the orthodox heaven must even now not only be peopled with degenerates, but also riddled with heterodoxy. —*Japan Advertiser*.

FOREIGNERS IN ENGLISH CRICKET.

A sporting correspondent writes under date London, 23rd ult.:—I was struck the other day by the fact that Mr. C. A. Oliviero, who plays for Derbyshire, under the residential qualification, should make such a large score as 167 within a week or two of coming into County cricket. It is interesting to note that there are many fine players now taking part in County cricket who were not born in England, and who are "foreigners," although, as James Phillips, the umpire, would say, they belong to the Empire, and have as much right to play in County cricket as anyone English born. Now

Yorkshire do not encourage the foreigner, but Lancashire have played Mr. Charles Hartley, who was born in New Orleans, although of a Lancashire family, but I regret to see that Lancashire are qualifying an Australian-born bowler in Alexander Kerridge, of Sydney, New South Wales. Middlesex have for a long time played Albert Trott, an Australian, and they also utilised Roche, another Australian. During this season they introduced to cricket a young gentleman named Ahsan-Ul-Hak, who comes from Hyderabad, and is a Mohammedan who was originally educated at the Aligarh College, Calcutta. He is in this country studying for a B.A. degree, and has played a great deal for Hampshire. Really, it is very amusing to occasionally note the composition of "Middlesex" teams. The other day I observed that Middlesex played Warner, who is a West-Indian by birth, Ahsan-Ul-Hak the Mohammedan, Trott, the Australian, to say nothing of Mr. Bosanquet, who is a Huguenot by descent, Mr. R. O. Schwarz, who is a German if we get at the truth, besides Scotsmen like Gregor McGregor, Yorkshiremen like "Turkey" Hawlin, and a Backs man like Jack Hearn. It would be rather interesting to know when they play a Middlesex-born man. Then, if we come to Sussex, the great "Ranji" confounds us, while the captain of Warwickshire, Mr. H. W. Bainbridge, was born upon the Himalaya Mountains. I should think Warwickshire plays about as many native-born men as Middlesex. Surrey are prone to importations, but they have not descended to buying Australians or qualifying Indians. Mr. K. S. Singh, another Indian gentleman, has assisted Kent, while the great star artist of Hampshire is G. C. B. Llewellyn, a native of Pietermaritzburg. Nottinghamshire, like Yorkshire, have generally been faithful to native-born. Now Leicestershire are very fond of playing "Dr. R. Macdonald, of Brisbane, Queensland, although he has some family connection with the hunting shire. Somerset have for years played Sammy Woods, but he hails from Sydney, New South Wales, and it may not be out of place to note that the three greatest powers of Somerset are Lionel Palairet, who was born in Lancashire, Len Brand, who was born in Berkshire and brought up in Surrey, and the aforesaid Samuel Woods Gloucestershire. are always glad of the services when they can secure them of Mr. Cyril Sewall, who is also South-African-born. Years ago Derbyshire qualified Spofforth and now his place has been taken by Oliviero. From this list we could select a very powerful team of foreigners playing in English cricket. There are other foreigners in this country qualifying for participation in first-class cricket. There is, I know, a very clever South African wicket-keeper in London named Wallace who has already played for London County. What a fine team could be chosen of men who are either playing or qualifying to play in County cricket, and who are not in every sense of the word Englishmen. I have selected this little team:—K. S. Singh, C. A. Oliviero, Ahsan-Ul-Hak, and K. S. Singh (4 black men), with S. M. J. Woods, Dr. R. Macdonald, P. F. Warner, Albert Trott, Charles Llewellyn, Alec Kermode, and Wallace. The last-named is the wicket keeper, and one of our professionals who has been sent to South Africa declares that he is every bit as good as Halliwell or Prince, the two splendid wicket-keepers with the last African team. Now I think that foreign eleven would be by no means easy to beat, and if they played in any match would be a great attraction.

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[894]

THE CHENCHOU MURDERS.

The *Mercury* says that the Chenchou case has been settled by Chang Tsoai and Yu Tsoai on behalf of China, and Mr. Giles, the representative of Great Britain. Chang Tsoai will remain at Chenchou to carry out what is left to be done while Mr. Giles and Yu Tsoai left Chenchou on the 11th inst., the former returning to Hankow via Canton, and the latter to the capital where he will meet Tsi Tsoai of the Hunan Foreign Office, and together they will proceed to Hankow to negotiate with Mr. Giles with reference to the amount of indemnity and degree of punishment to be meted out to the responsible officials. While Mr. Giles was at Chenchou, ten articles were drawn up. They are as follows:—

1. The two murdered missionaries had been appropriately buried by the local authorities.

2. The destroyed chapel had been repaired and restored to its original condition.

3. The wounded converts had been attended to and recovered.

4. The ringleaders Chang Tsikou and Chang Yungai were captured, tried, and beheaded, while six others who took prominent part in the riot were afterwards arrested, tried and beheaded.

5. Sung Chang-fai who beat a gong and gathered the rioters has been arrested and is being tried by the Chenchou Tsoai and will be severely punished.

6. Ting Dhe-kwai and others, from whom no admission has so far been obtained, are now being tried by the authorities and will be punished.

7. The principals who took part in the murder of the missionaries had been beheaded and nothing has been left undone. The local leaders who joined in the riot but played a less important part will be arrested as they are found.

8. The lost and destroyed properties of the Mission and converts will be made good and the amount is to be settled hereafter by the Foreign Office and the British Consul.

9. The loss of property to the Imperial Post Office is to be settled by the Chenchou Tsoai together with the Yochou Customs Tsoai and the General Post Office and is to be treated as a distinct case from the missionary case.

10. What can be done by the Chenchou authorities has been done and the case is considered to be settled, while the whole case will be settled by the Foreign Office and Mr. Giles at Hankow. The remaining duty of the Chenchou authorities is to justify the case to the captured rioters who up to the present, have not been sentenced.

JAPANESE PEARLFISHERS IN N. AUSTRALIA.

An Australian correspondent writes to the *Times*:—

In the old days, when pearling first commenced, Europeans did the diving, and were quite able to do the work; but soon the Japanese came, who do not appear to set so much value on their lives, and they dived deeper and cheaper than the Europeans would do, so that of the European divers, some went away, while others stayed on in various capacities connected with the fleets. The method of diving is as follows:—

Each company engaged in pearling has its "floating station"—i.e., a schooner used as a store house, and a fleet of 10, 12, or 14 luggers. The captain of the schooner decides which waters shall be fished, and he goes there accompanied by his fleet. The luggers are manned exclusively by coloured men. Usually the diver is a Japanese or Manila man, and his "tender," the man who attends to his signals and holds the life-line, is usually a friend and countryman of the diver. The crew are four in number and may be South Sea Islanders, Manila men, Japanese, Straits Islanders, or New Guinea natives. On arrival at the fishing ground each diver is left to his own judgment as to where he will go down, and before long the luggers are all scattered about on the horizon, some drifting with sails down, others, with a little sail on, working across the tide, while at the bottom of the sea, under each lugger, walks a little brown diver, plunging through mud or tramping gaily over coral bottom, with keen eyes peering through the glass of the helmet for the shells of the big pearl oyster. As he sees each one he puts it in a rope-basket that hangs by his side, and if he gets a basket full he signals up the tender to lower down a lot of slack of the life-line, and he sends up his basket without coming up himself. If shells plentiful he may get a couple of hundred in a day, but nowadays 40 or 50 shells are quite a good day's work. Some very rich patches of shell have been found at great depths—35 or 40 fathoms—depths to which no diver but the Japanese would dream of going for the small return of the pearl-shell. But the Japanese go down, one after the other, even though man after man comes up paralysed by the pressure of the water. At Darnley Island, in the great depths, it takes four men hard at work at the pump to force down the air to the diver, and when he is brought up he has to be raised a few fathoms at a time, lest the sudden change of pressure should kill him. They seem to have absolutely no fear of death. If they know they can get shell they will go down; they smile when warned of the danger, and say, "Plenty more Japanese!" Against such men as these no white diver can hope to compete.

MOSQUITO BITES AND MALARIA.

In the course of his report on the medical department of the British Central Africa Protectorate, Dr. G. D. Gray gives some further information on the transmission of malarial fever by mosquitoes. He says that the endemic malarial fever of British Central Africa is caused by the small unsegmented malignant quotidian ring parasite and the small pigmented ring parasite with crescent formation. This is the worst form of malarial parasite there is, because of its malignant tendency. It is but rarely that this parasite runs a definite course, in part because individuals usually get more than one infection about the same time, and in part because a subsequent attack is complicated often by a fresh exacerbation of a previous one. Frequently parasites are to be found in different stages of growth in the blood, and thus the administration of quinine in such cases is not attended with the same good results.

Fresh proofs are constantly to hand of the role played by mosquitoes in transmission of malaria, and efforts have been made all round to limit their numbers. The cleaning of river banks in the vicinity of the townships of Fort Johnston and Chirone has been attended with an appreciable diminution of the mosquito pest, and drainage in other stations has also made a certain amount of difference. It has been curious to note the quiet persistence with which the anophelous variety of mosquitoes clings to the interior, and the immediate surroundings of houses. The mosquitoes of the swamps are mainly the vegetable-eating culicids, which suck blood when opportunity offers, but are not dependent on it. For every one culicid found lurking in some shady corner of a house during the day there will be six anophelids, and when laying their eggs the latter variety prefers the water-butts, or any vessels holding water which are on the verandah or close beside the house.

The principles of self-protection against mosquito-bites are being more carefully attended to by all classes of Europeans and there are in every station instances to be found where individuals have been living free from fever since arrival in the country. Formerly, 95 per cent. of white immigrants suffered attacks of fever soon after arrival—an attack being looked upon as an inevitable concomitant of life out here. There are, however, some spots in the Protectorate from which fever can never be eradicated, at least as far as we can at present see. One hot-bed of fever, viz., Kola Kola, is a large town; it is the headquarters of a wide river-growing district, and mosquitoes swarm during the greater part of the year. Of 35 mosquitoes sent to Zomba from Kola Kola, 24 were anophelids. Unfortunately, it would be impossible to destroy the swamp there, or materially alter the conditions under which the important rice industry is carried on. To alter the housing of the native population, put them under mosquito nets, and to use a systematic prophylactic dosing of quinine, would also not be possible. We must, therefore, give in to the fact of this (so far) permanent focus to malarial infection in the Protectorate, and look to a reasonable segregation of Europeans to diminish the danger.

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A DISTINGUISHED CHINAMAN.

As so many of China's high political positions,
both at home and abroad, are filled by men who
have paid well for them, it is interesting to note
another striking example of a man whose fitness
demands recognition, wrote *Life* of the 8th
August. Taotai Lew Yik Lun, who assumed
his duties on the 1st of January, as China's
first representative at Belgium's capital is a
young diplomat of force and ability.

To the United States belongs the credit of his
education. At the age of eleven he passed a
stiff examination, and was sent with others in
the early seventies, to America, to be educated.
The first years were passed at Winsted, Conn.,
where he fitted for Phillips-Andover. He gradu-
ated with the class of 1881, and then went to
New York for a special course in telegraphy, at
the close of which he was recalled. He entered
the Imperial Telegraph Service at Tientsin,
where Li Hung-chang recognised his capabili-
ties and soon appointed him as tutor to the
family at Wuhu. From there the Viceroy
secured him the appointment, at 22, to the New
York consulate, where he proved himself as
able and as useful in the consular service as
Taotai Wu has done in the ministerial. In
1894 he was advanced to Consul-General at Sin-
gapore where he remained three years, and was
known for his able conduct of Straits affairs,
and integrity of purpose. An appointment as
Secretary to the Chinese Legation at St.
James's Court followed, and this he held until
his resignation in September, 1900. His
present appointment as *Chargé d'Affaires* at
Belgium follows close upon his refusal to
accept the administration of the affairs of Nan-
king University; it is of little political
significance; the business of the Belgium railroad
concession from Chingting to Hankow, and of
the workmen employed in the iron and steel
works at the latter place requires the opening
of a legation at Brussels. In recognition of
merit and reward of service he has received
honours and decorations at home and abroad.
Rapid promotion has followed from the ninth
rank to the fourth, with the title of Taotai, and
brave second rank, which is equivalent to
governor. He is now in the same grade with
Minister Wu. In 1897 he received the Russian
decoration of St. Stanislaus from the Tsar; at
that time he was a member of the suite of
Ambassador Chang Yan Hoon, who represented
China at the late Queen's jubilee.

The Taotai is a genial man with a hearty
laugh. He is tall and well proportioned, with
athletic shoulders, on which sits a good head
with a pleasant face. He speaks English with
as much ease as if it were his native tongue,
and his French is not bad. A fund of shrewd
observations and intelligent information make
his society eminently pleasurable. Coupled
with the diplomatic tact of his men and
profession he possesses a broad and well
balanced mind.

As a man of refined tastes and a home-lover,
he has surrounded himself and his home at
Macao with the best that he can afford in art;
about the place are many fine gilt vases, noted
or filled with the choice of flowers; and in his
study hangs a beautiful Albin mandolin, over
which his hands wander occasionally as he tries
to recall the past.

He is a lover of outdoor sports; always on
hand for baseball or football, but most of all he
delights in defeating his foreign friend at
tennis. In Singapore he was champion of the
Chinese club. His participation in athletics is
a radical departure from the custom of Chinese
officials. Not long ago a friend from the
North, finding him on the ball-field, remarked:
"Well, I never thought that I would see a
Taotai playing baseball." Speaking of exercise
he says: "I cannot do good work without it."

Education and Christianity have in him a
champion. In a recent interview he said: "I
say emphatically that the educational system
of the West must become the salvation of
China," and the process ought to begin with
the royal family. Education must go hand in
hand with a strong moral code in China, and
as many evidences of the weakness of a mere
moral code can be adduced, I question the
efficacy of anything but the power of
Christianity. Given education and Christiani-
ty, China will out-distance Japan, moral
force being the lever of all true progress."

He enforces his argument by being an ardent
student himself, by filling his library with the
best books of reference and political science,
and by sending the young men of his family to
the Christian College, and American institution
at Canton where the truth and Western science
in English are taught. When asked his opinion

of missionary labour and its value he said, "It
is irrefragable. The proofs are everywhere.
Whenever I hear a man scoff at missionaries
and their work, I know that he has not studied
the subject, and I advise him to do so before
venturing to hazard an opinion." The Taotai
proved himself a real friend to the missionaries
who fled from Canton in the summer of 1900.
Some of the refugees who could not find room
in Macao at that time were received by him and
hospitably granted the use of a part of his home.

"Taotai Lew's freedom with all classes calls
forth the criticism 'too democratic,' from
officialdom. As a member of the Liberal party,
wherever he has had a free hand, an advocate
of reform. He has been instrumental in
making recent improvements in the currency.
Against idolatry, polygamy, foot-binding, and
opium-smoking he speaks in the plainest terms.
Idolatry and opium-smoking have no place in
his life or in the education of his children; and
his happy family of three youngsters and one
wife is a blow to polygamy. His disapproval of
foot-binding led Mrs. Lew to unbind her own,
and to give her children the painless use of
their feet. Another radical tendency towards
reform in family life, is his anti-seclusion
attitude on the social relations of his wife to,
at least, foreign circles.

China, concludes *Life* is now looking for men
who are qualified to carry her through these
trying times, "save her face," and then unify
and strengthen her against greedy enemies; in
Taotai Lew she has found one of them.

LOSSES IN MODERN WAR.

We are continually hearing of the compara-
tively small losses in modern war; but only now
the complete returns from South Africa are
available can we make any comparison between
the casualties of battle in these days of small
bore rifles and smokeless powder, and the
casualties inflicted by Brown Bess and the
needle gun. It is a comparison, of course,
which should not be pushed too far. The most
prominent characteristics of the recent war
were the absence of pitched battles and the
wide area over which desultory fighting
extended. There do not yield a fair basis for
comparison with campaigns which included
such holocausts as Eylau, Gettysburg, and the
third attack on Plevna; and the next big battle
 fought may modify some of the extreme
theories formulated on South African ex-
perience. But so far as they go, the figures
are instructive, and strongly support the
contention that the reduction of the casualty
list which followed the introduction of the
breach-loader has been accounted for by the
advant of corollary and the Lee-Metford. The
total British casualties in South Africa were
44,771, and assuming that the general total
of all arms was 250,000, the proportion of
killed, wounded and deaths by disease was
one-fifth. No details having been furnished
as to the Boer losses in wounded and from
disease, it is impossible to set forth the propo-
tion their total casualties bear to the number
engaged. It has been asserted that they were
relatively smaller than the British, and this
may be accepted as correct. Certainly disease
did not ravage their ranks to anything like
the same extent, and from this cause alone we
lost over 13,000 lives. On the battlefield the Boer
losses were heavier than our own; out of an
estimated 75,000, they lost 37,000, or one-
twentieth, whilst we out of 250,000 lost 7,792,
a proportion of one-thirty-second. The out-
standing facts in the British figures are the
high ratio of officers to men who were killed in
action or died of wounds, and the high ratio of
men to officers who died of disease. Of those
killed in action there seems to have been one
officer to 10-15 men, whilst among those who
died of wounds there was one officer to 11-15
men; but amongst those who died of disease
there was only one officer to 38-5 men.

Unfortunately the returns available are not
sufficiently exact to enable us to compare the
figures very closely with those of the great wars
of the past century. But in the Crimea we lost
nearly four-sevenths of the total force engaged,
and 17,315 men from disease out of the little
army of 55,000. In the American Civil War—
which in its origin had many points in common
with that of South Africa—the Federal
casualties were 474,116, and the Confederates
lost 273,236, without including the deaths from
disease. The struggle with France cost Ger-
many 123,610 officers and men, and France
230,000. The true extent of the losses incurred
by either side in the war of 1877-78 between
Russia and Turkey will never be made known,
but in the siege of Plevna, Russia and Romania

lost 65,000 men—considerably more than our
total casualties in South Africa—and the Turks
30,000. The desperate fighting in the Shiba
Pass is computed to have resulted in the loss of
30,000 Russians and 50,000 Turks. The
casualty list of Japan in the one-sided war with
China was greater than ours in the recent
campaign. It is when we turn to the slaughter
in the historic battles of the nineteenth century
that the difference is most marked. At Eylau
and Borodino one-third of the combatants fell,
and at Marengo and Waterloo one-fourth. In
the period of breach-loaders, it is true that
one-fifth of those engaged in the third battle of
Plevna were disabled, but the circumstances
were exceptional; at Gravelotte the proportion
was one-tenth. Set against these bloody figures
the losses in the only two pitched battles of the
late war—Colenso and Paardeberg—were
insignificant. The British casualties at Colenso
were but one-eighth, and as those of the
Boers were trifling, if the complete figures
were given they would be far lower. At
Paardeberg the casualties on both sides were
only one-twenty-third. The stiff series of
actions round Spion Kop were more deadly,
placing one-eleventh of the British force engaged
hors de combat. Though the statistics so far
as they go may be accepted as evidence of the
diminished mortality in war, it is most unwise
to dogmatise upon them. In no case was the
attack pressed home; in no case did the enemy
contemplate a counter attack. Whether the
next great war will prove equally innocuous
depends largely upon when it comes. Should
France or Germany be actively engaged before
they have assimilated the lessons of South
Africa, and as in manoeuvres, throw immense
masses of infantry at unshaken riflemen, there
will be slaughter compared with which that
at Eylau was nothing.—*Times* of India.

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Hongkong, 1st July, 1902. [1300]

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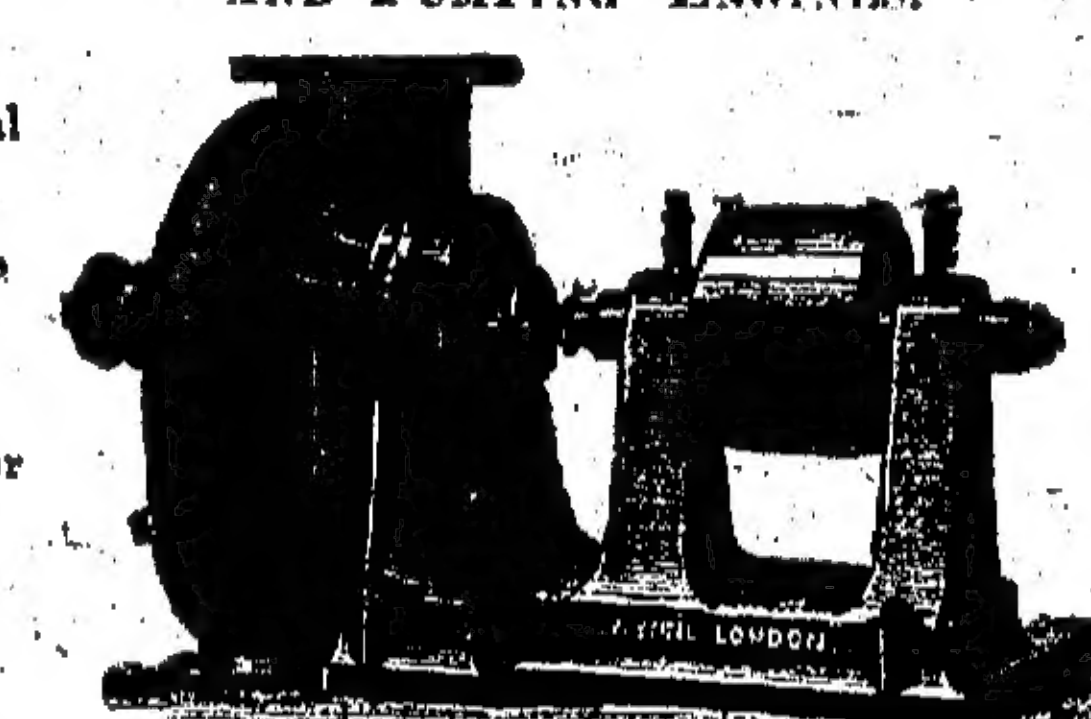
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[1205-3]

HONGKONG ST. ANDREW'S
SOCIETY.

THE ANNUAL GENERAL MEETING
for the purpose of receiving the Report
of the Committee and Statement of Accounts
for the past year, Electing a Committee for
the ensuing year, and for the transaction of
general business, will be held in the CITY
HALL, on the 29th September, at 5.30 P.M.

DAVID WOOD,
Hon. Secretary.
Hongkong, 22nd September, 1902. [2521]

HONGKONG HOCKEY CLUB.

NOTICE IS HEREBY GIVEN that the
ANNUAL GENERAL MEETING of the
above Club will be held in the CRICKET
PAVILION, on TUESDAY, the 3rd inst.,
at 5.15 P.M.

J. HOOPER,
H. U. Secretary.
Hongkong, 2nd September, 1902. [2524]

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Hongkong, 6th March, 1902. [719]

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Hongkong, 16th September, 1902. [2464]

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Hongkong, 2nd June, 1902. [155]

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TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A.I. Code.
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TELEPHONE, 222.
Hongkong, 21st June 1901. [1127]

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TOI STORIES, 41 & 43, QUEEN'S
ROAD CENTRAL, Hongkong.
Hongkong, 22nd April, 1904. [119]

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	SMITH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	BENAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	NESTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th October.
LONDON	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th October.
LONDON	MINELAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th November.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th November.
LIVERPOOL	MACAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th October.
MARSEILLES, &c., via Ports of Call.	AWA MARU	Jap. str.	—	N. Trout	NIPPON YUSEN KAISHA	On 4th October, at Daylight.
BREMEN, via Ports of Call.	OKANIEV	Ger. str.	2 m.	E. Oroschmann	MESSAGERIES MARITIMES	On 6th October, at 1 p.m.
HAYRE, BREMEN & HAMBURG	PRINZ R. LUITPOLD	Ger. str.	—	P. Pouch	HAMBURG-AMERIKA LINIE	On 2nd October, at Noon.
HAYRE & HAMBURG	SILVIA	Ger. str.	—	Bohrois	HAMBURG-AMERIKA LINIE	On 5th October.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 22nd October.
HAYRE & HAMBURG	SERRIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 19th November.
ODDESSA, via Ports of Call.	MARBURG	Ger. str.	—	Zacharine	HAMBURG-AMERIKA LINIE	On 1st December.
NEW YORK via SUEZ CANAL	KIAS GORTSCHAKOW	Rus. str.	—	Bradley & Co.	—	On or about 16th October.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.	—	Jardine, Matheson & Co.	—	On 30th inst.
NEW YORK via SUEZ CANAL	AFON	Brit. str.	—	MacGregor	—	On 30th inst.
NEW YORK via SUEZ CANAL	HILLOLEN	Brit. str.	—	—	DODWELL & CO., LD.	About 2nd October.
LA COCQUE, via SHANGHAI, &c.	GIEMER	Brit. str.	—	Rafferty	McGREGOR BROS. & CO.	On 11th October.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ATHENIAN	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th October.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 22nd October, at Noon.
PORTLAND, OREGON	HYRON	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 2nd October.
AUSTRALIAN PORTS	PLEIADIS	Brit. str.	4 m.	W. H. Smith	DODWELL & CO., LIMITED	On 4th October.
AUSTRALIAN PORTS	SHINANO MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 6th October, at 4 p.m.
AUSTRALIAN PORTS	INDRAVELLI	Jap. str.	2 m.	W. C. Craven	PORTLAND & ASIATIC S.S. CO.	On 24th October.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	—	—	On 2nd October, at Noon.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 4th October, at Noon.
AUSTRALIAN PORTS	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th October, at Noon.
AUSTRALIAN PORTS	JATA	Jap. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 4th October.
AUSTRALIAN PORTS	LEZUMI MARU	Jap. str.	2 m.	J. Campbell	NIPPON YUSEN KAISHA	On 1st October, at Noon.
AUSTRALIAN PORTS	HITACHI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 4th October.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th October, at Daylight.
AUSTRALIAN PORTS	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th October, at Noon.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 10th October, at Noon.
AUSTRALIAN PORTS	BUPEH	Brit. str.	2 m.	H. Stohr	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	KOWLOON	Ger. str.	—	—	—	On 30th inst.
AUSTRALIAN PORTS	HANTANG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	BALLAARAT	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On or about 27th inst.
AUSTRALIAN PORTS	DAIUN MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSEN KAISHA	On 28th inst.
AUSTRALIAN PORTS	MAIDZUO MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSEN KAISHA	On 1st October.
AUSTRALIAN PORTS	ANTEN MARU	Jap. str.	—	I. Goto	OSAKA SHOSEN KAISHA	On 8th October.
AUSTRALIAN PORTS	NANCHANG	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
AUSTRALIAN PORTS	THALES	Brit. str.	2 m.	Robson	BUTTERFIELD & SWIRE	On 27th inst.
AUSTRALIAN PORTS	KAIPOSO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	Tate	MINAMI BUSSAN KAISHA	On 27th inst.
AUSTRALIAN PORTS	ZAFIRO	Brit. str.	2 m.	A. Fraser	SHEWAN, TOMES & CO.	On 27th inst.
AUSTRALIAN PORTS	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO.	On 30th inst.
AUSTRALIAN PORTS	RUH	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 30th inst.
AUSTRALIAN PORTS	TIROL	Brit. str.	2 m.	Bretfeld	SANDER, WIELER & CO.	On 30th inst.
AUSTRALIAN PORTS	CATHARINE APAR	Brit. str.	—	S. H. Belton	DAVID SAMPSON & CO., LD.	On 30th inst.
AUSTRALIAN PORTS	HIROSHIMA MARU	Jap. str.	—	T. Mura	NIPPON YUSEN KAISHA	On 10th October, at Noon.

SHIPPING.

ARRIVALS.
Sept. 23 TAKANO, British str., 367, W. Palmer
Jaque, Wulu 19th Sept. Rice—JARDINE,
MATHESON & CO.
Sept. 23 YAWATA MARU, Japanese str., 2,391,
A. E. Moses, Melbourne and Manila 21st
Sept. General—NIPPON YUSEN KAISHA.
Sept. 23 DAIUN MARU, Japanese str., 90,
B. Ogata, Tientsin 21st September, Amoy
22nd and Swatow 21st, General—OSAKA
SHOSEN KAISHA.
Sept. 23 DEN OF OIL, British str., 2,527, A.
Low, Rangoon 18th Sept. Rice—JARDINE,
MATHESON & CO.
Sept. 23 FUSANO, British str., from Canton.
Sept. 23 HITACHI MARU, Jap. str., 3,270, J.
Campbell, Singapore 18th Sept., General—
NIPPON YUSEN KAISHA.
Sept. 24 KIKUNO MARU, Japanese str., 1,034,
K. Subajine, Swatow 21st Sept. General—
OSAKA SHOSEN KAISHA.
Sept. 24 KARI, Swedish str., 677, G. Petter-
son, Kutchinotzu 18th September. Coal—
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Sept. 24 LA PORTE, British str., 1,592, Thomas
Turner, Moji 18th Sept. Coal and Coke—
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Sept. 24 ONSANG, British str., 1,767, J. T.
Davis, Moji 18th Sept. Coal—JARDINE,
MATHESON & CO.
Sept. 24 PICCOLA, German str., 1,065, E.
Moller, Amoy 23rd Sept. Tiles and General—
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Sept. 24 YIN, Norwegian str., 1,117, D. L.
Danielson, Shanghai 24th September—
NORWEGIAN CONSUL.
Sept. 24 TUBROGAN MARU, Jap. str., 2,550,
I. Narasaki, Kutchinotzu 19th Sept. Coal—
M. B. KAISHA.

CLEARANCES.

At the Harbour Master's Office,
24th September.
Adolph Olney, str. cargo, for New York.
Ligand, British str., for Manila.
Hilary, str. cargo, for Hilo.
Hilary, French str., for Pakhoi.
Mueyung, British str., for Sandakan.
Michael Jensen, German str., for Pakhoi.
Nava, British str., for Moji.
Piccola, German str., for Samarang.
Tribu, German str., for Swatow.
Livia, Austrian str., for Saigon.
Quarta, German str., for Hongkong.
Sulvey, German str., for Cebu.

DEPARTURES.

24th September.
AFRIDI, British str., for New York.
ARLIE, British str., for Shanghai.
AMARA, British str., for Hongkong.
ASING MARU, Japanese str., for Coast Ports.
APENHAGEN, British str., for Hilo.
IDERS, Norwegian str., for Saigon.
BUNCOHARK, British str., for Bassau.
DIAMANTE, British str., for Manila.
EXPRESS OF JAPAN, British str., for Vancouver.
GLOBE, str. cargo, for Saigon.
HONAO, French str., for Pakhoi.
KACHIDATE MARU, Jap. str., for Kutchinotzu.
LONGOON, German str., for Shanghai.
LUC, str. cargo, for Saigon.
PRINCE OF WALES, German str., for Bangkok.
QUARTA, German str., for Bangkok.
SARINE LICKNER, British str., for Balit Papan.
SARADJI, Dutch str., for Amoy.
SHAKANO MARU, Jap. str., for Moji.
SULLBERG, German str., for Chel o.
TAKANO, British str., for Canton.
WHAMPOA, British str., for Shanghai.

VESSELS IN DOCK.

24th September.
ANERODEN DOCK.—Solent, H.M.S. Wieran,
Pleymouth, Luxon, Contest, U.S.S. Iria, Dolt,
Cognopolian Dock.

SHIPPING REPORTS.

The British steamer *La Torie*, from Moji
18th Sept. had strong N.E. gale and high sea
from Tientsin Island to port.
The Japanese steamer *Tsuruyama Maru*, from
Kutchinotzu 19th Sept. had fine, clear weather
with following strong breeze and sea through
the voyage.
The British steamer *Onawa*, from Moji 18th
Sept. had fine, clear weather, light winds and
calm sea as far as Tientsin, thence to port strong
N.E. wind and high following sea. On Sept.
20th, spoke German ship *QIMV*, lat. 30° N.,
long. 125° E.; all well.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship

"THALES".
Captain Robson, will be despatched for the
above port TO-DAY, the 25th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.

Hongkong, 23rd September, 1902. [2510]

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA

THE Company's well-known Steamship

"ROSETTA MARU".

3,576 Tons.

Certain Date, will be despatched for MANILA
TO-DAY, the 25th inst., at 3 p.m.

Magnificent accommodation, Comfortable
Cabin, Excellent Table, Universal Speed,
Electric Light, Doctor and Stewards on board.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Princess's Buildings, Ice House Street,
Hongkong, 24th September, 1902. [16]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's
accelerated line to the East.)

THE Company's Steamship

"TIROL".

Captain Bretfeld, will be despatched as above
TO-DAY, the 25th inst., at 3 p.m.

The Steamer has capital accommodation
for Passengers, Electric Light, and carries a
Doctor.

For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Princess's Buildings,
Hongkong, 22nd September, 1902. [13]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO".

Captain A. Fraser, will be despatched for the
above port on SATURDAY, the 27th inst., at
4 p.m.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

R.M.S. "ATHENIAN".....Comdr. H. Mowat.....WEDNESDAY, 8th Oct.
R.M.S. "EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 22nd Oct.
R.M.S. "EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 19th Nov.
R.M.S. "TARTAN".....Comdr. E. Bertham, R.N.R.....WEDNESDAY, 17th Dec.
R.M.S. "EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 3rd Dec.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN
COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey
and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE
CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE
PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great
Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 1, 4, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP,
(second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operate
by the Company, and their appointments and cuisine are unequalled.

* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAN" and "ATHENIAN" have now been placed
on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,
taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN"
takes 2nd Cabin Passengers with accommodation equal to the Pacific, also Storage.

The "TARTAN" takes First Class and Steamer Passengers only. The run is usually
made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, apply to
D. E. GILSON, General Agent,
Parker's Street.

Hongkong, 17th September, 1902. [14]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR
PORTLAND, OREGON

CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

"INDRAVELLI".....4,899 Tons.....W. C. Craven.....October 24, 1902
"INDRAPURA".....4,899 Tons.....Hollingsworth.....November 14, 1902
"INDRASAMHA".....5,197 Tons.....B. P. Craven.....December 14, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 17th September, 1902. [14]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OYBRO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS to the
LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

FREIBURG.....HAYRE, BREMEN and HAMBURG.....On 8th Oct. Freight.
SILVIA.....HAYRE and HAMBURG.....On 22nd Oct. Freight.
SAXONIA.....HAYRE and HAMBURG.....On 6th Nov. Freight.
SERRIA.....HAYRE and HAMBURG.....On 19th Nov. Freight.
MARBURG.....HAYRE and HAMBURG.....On 1st Dec. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

PRINZ REGENT LUITPOLD.....THURSDAY.....2nd October
PREUSSEN.....WEDNESDAY.....15th October
HAMBURG.....WEDNESDAY.....20th October
SACHSEN.....WEDNESDAY.....12th November
GERA.....WEDNESDAY.....24th November
KLAUSCHOU.....WEDNESDAY.....10th December
BAYERN.....WEDNESDAY.....24th December
KONIG ALBERT.....WEDNESDAY.....7th Jan. 1903
PRINZESS IRENE.....WEDNESDAY.....21st Jan. 1903
DARMSTADT.....WEDNESDAY.....4th Feb. 1903
PREUSSEN.....WEDNESDAY.....18th Feb. 1903
HAMBURG.....WEDNESDAY.....4th Mar. 1903.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 2nd day of October, 1902, at Noon, the Steamship "PRINZ
REGENT LUITPOLD," of the NORDDEUTSCHER LLOYD, Captain E. Ganselmann,
with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING
AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 30th September. Cargo and
Specie will be received on Board until 5 p.m. on WEDNESDAY, the 1st October, and Passen-
gers will be received at the Agency's Office until Noon on WEDNESDAY, the 1st October.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs.
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 19th September, 1902. [15]

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA,

FOR
VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

* PLEIADIS.....W. H. Smith.....3,753.....October 1st
VICTORIA.....J. Paxton.....4,502.....October 1st
OLYMPIA.....J. Truebridge.....2,837.....October 1st
SHAWMUT.....J. Truebridge.....2,837.....October 1st

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED
STATES and to EUROPE.

Special rates allowed to members of Government Service, and to the Principal Officers in the
United States and Canada.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 16th October.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

TO	STEAMERS	DATE
LONDON	"DIOMED"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 28th October.
LONDON	"MENELAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 25th November.
LIVERPOOL Direct	"MACHAON"	On 20th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 18th September, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	"HYSON"	On 2nd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 24th September, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	DATE
SHANGHAI, CANTON, HONGKONG, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	"HANYANG"	On 24th September.
SHANGHAI, CANTON, HONGKONG, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	"KAIPOING"	On 24th September.
SHANGHAI, CANTON, HONGKONG, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	"NANCHANG"	On 27th September.
SHANGHAI, CANTON, HONGKONG, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	"CHINGTU"	On 29th September.
SHANGHAI, CANTON, HONGKONG, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	"HUPEH"	On 30th September.
SHANGHAI, CANTON, HONGKONG, and all PACIFIC COAST PORTS via NAGASAKI, KOBE & YOKOHAMA	"TAIYUAN"	On 30th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. See Special Advertisement.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 24th September, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

TO	STEAMERS	DATE
TAMU, via SWATOW	"DAIJI MARU"	SUNDAY, 28th September.
TAMU, via SWATOW	"DAIJI MARU"	SUNDAY, 5th October.
ANPING, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 1st October.
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 8th October.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Piers at the Customs' water-front premises at Tsimshui to land all passengers and cargo. By the Co.'s Piers, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
Hongkong, 24th September, 1902. T. ABIMA, Manager.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.	HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS CALL
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.	AVERAGE LENGTH OF VOYAGE TO SYDN 20 DAYS.

Captain A. L. Valentini carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 27th September, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 18th September, 1902.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIDON, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.
THE Steamship
Captain Ellis, will be despatched as above on THURSDAY, the 2nd October, at Noon.
This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 5th September, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 30th inst., at 4 P.M.
This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 24th September, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"TUBI,"
Captain R. W. Almond, will be despatched for the above port on THURSDAY, the 2nd October, at 4 P.M.
Highest-class Passenger Steamer. High powered, newest and most up to date on the run. All Accommodation amply. Electric Light and all other modern improvements. A Surgeon is carried.
For Freight or Passage, apply to
SHEW, N. TOMES & CO.,
General Managers.
Hongkong, 24th September, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1902.

STEAMERS	DATE
"HILLOLEN"	On 2nd Oct.
"RICHMOND CASTLE"	On 12th Oct.
"LOTHIAN"	On 20th Oct.
"LOWTHER CASTLE"	On 30th Oct.
"BORDER KNIGHT"	On 15th Nov.
"ORONO"	To follow.
"CROYDON"	To follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 24th September, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th October, 1902, at 1 P.M., the Company's Steamship "OCEANIC," Captain Rimes, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.
This Steamer connects at COLOMBO with the s.s. *Armand Belin*, which vessel takes on her Passengers and Mails, leaving that port on the 18th October, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th October. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 24th September, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"
Captain Rafferty, will be despatched as above on SATURDAY, the 11th October.
For Freight or Passage, apply to
McGREGOR, BROS. & CO.,
Agents.
Hongkong, 24th September, 1902.

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW,"
3,287 Tons Gross Register, will be despatched for ODESSA via PORTS or CALL on or about 15th October.
For Freight and further Particulars, apply to
BRADLEY & CO.,
Agents.
Hongkong, 15th September, 1902.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CATHERINE APCAR,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once at Consignees' risk and expense.
Cargo remaining on board after 2 P.M. of the 24th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 22nd September, 1902.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SEGOVIA,"
Captain Fock, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 19th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 19th September, 1902.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship
"MANCHURIA,"
having arrived, Consignees of Cargo are hereby informed that the Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.
Consignees are required to sign a General Average Bond and make the necessary deposit for contribution to General Average before delivery of Cargo can be taken.
Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., To-morrow, 19th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th September will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 25th September at 9 A.M.
All claims must reach us before the 30th September, or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Underigned.
MELCHERS & CO.,
Agents.
Hongkong, 18th September, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KAIHOW,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th inst.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
Goods undelivered after the 6th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 26th inst.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th September, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. *Memphis*, from Bordeaux, ex s.s. *de Aras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-day, the 22nd inst., at 9 A.M., requesting it to be landed here.
Bills of Lading will be countersigned by the Underigned. Goods remaining undelivered after Monday, the 29th September, at 3 P.M., will be subject to rent and landing charges.
All claims must be sent in to us on or before the 29th September, or they will not be recognized.
All damaged packages will be examined on Monday, the 29th September, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd September, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

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are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd inst.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
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BUTTERFIELD & SWIRE,
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Hongkong, 22nd September, 1902.

NOTICE.

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HONGKONG.

Arrivals.

Afridi, British str., 2,354, Gidding, Sept. 21.
Dorwell & Co., Limited.
Amaru, British str., 1,568, Matlock, Sept. 15.
Jardine, Matheson & Co.
America Maru, Jap. str., 3,535, Goido, Sept. 18.
Toro Kisen Kaisha
Anping Maru, Jap. str., 1,058, Goto, Sept. 20.
Mitsui Bussan Kaisha
Ajomaru, German str., 650, Udenburg, Sept. 21.
Jensen & Co.
Bamberg, Ger. str., 2,659, Kirchener, Sept. 23.
Hamburg-Amerika Linie
Benvenne, British str., 1,468, Webster, Sept. 21.
Gibb, Livingston & Co.
Bjorn, Norw. str., 722, Kristensen, Sept. 17.
Carlowitz & Co.
Breconshire, British str., 2,900, Elliott, Sept. 13.
Lantz, Wegener & Co.
Canton, British str., 1,110, Stalker, Sept. 21.
Jardine, Matheson & Co.
Catherine Apcar, British str., 2,727, Bolton, Sept. 22.
D. Sassoon & Co., Ltd.
Cheongchow, British str., 1,213, Frampton, Sept. 17, Chinese.
Chiyeun, Chinese str., 1,211, Sleeman, Sept. 23, Chinese.
Chowfa, German str., 1,055, Kohler, Sept. 19.
Butterfield & Swire
Chowlat, German str., 1,115, Textor, Sept. 23.
Butterfield & Swire
Deuteron, German str., 1,001, Frahn, Sept. 16.
Siemens & Co.
Diamante, British str., 1,254, Bodger, Sept. 19.
Shewan, Tomes & Co.
Dot, Norwegian str., 629, Hamdlen, Sept. 16, Chinese.
Empress of Japan, British str., 3,003, Pybas, Sept. 9, C. P. R. Co.
Fassang, British str., 1,410, Payne, Sept. 18.
Jardine, Matheson & Co.
Fritzhof, Norw. str., 966, Haralshen, Sept. 22.
A. R. Marry
Gloveshire

